Brief Description of Projects Approved for Collection and Use:

New terminal program—airfield.

New terminal program—roadway.

New terminal program—terminal building.

Decision Date: May 15, 2006.

For Further Information Contact: Paul Lo, Atlanta Airports District Office, (404) 305–7145.

Public Agency: City of El Paso, Texas.

Application Number: 06–03–C–00–ELP.

Application Type: Impose and use a PFC.

PFC Level: $3.00

Total PFC Revenue Approved in this Decision: $15,748,267.

Earliest Charge Effective Date: July 1, 2006.

Estimated Charge Expiration Date: September 1, 2009.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators filing FAA Form 1800–31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at El Paso International Airport.

Brief Description of Projects Approved for Collection and Use:

Reconstruct runway 8R/26L.

Modify terminal building security checkpoint.

Administrative costs.

Decision Date: May 16, 2006.

For Further Information Contact: Guillermo Villalobos, Texas Airports Development Office, (817) 222–5657.

Public Agency: Bert Mooney Airport Authority, Butte, Montana.

Application Number: 06–07–C–00–BTM.

Application Type: Impose and use a PFC.

PFC Level: $3.00.

Total PFC Revenue Approved in this Decision: $110,773.

Earliest Charge Effective Date: July 1, 2006.

Estimated Charge Expiration Date: August 1, 2007.

Class of Air Carriers Not Required to Collect PFC's: On demand, non scheduled air taxi/commercial operators.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Bert Mooney Airport.

Brief Description of Projects Approved for Collection and Use:

Taxiway D reconstruction and edge lighting system replacement.

Airfield sign replacement.

Supplemental wind cone installation.

Acquire and install weather equipment.

Acquire access control equipment, phase 1.

Master plan study, phase II (special approach feasibility study).

Master plan study, phase III (approach study).

West side security/wildlife fence.

South side pavement construction.

Pavement condition index study.

Decision Date: May 25, 2006.

For Further Information Contact: Dave Stelling, Helena Airports District Office, (406) 449–5271.

AMENDMENT TO PFC APPROVALS

Amendment No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
01–06–C–03–CVG, Covington, KY	5/04/06	$19,353,000	$19,580,000	10/01/02	11/01/02
02–08–C–02–CVG, Covington, KY	5/04/06	267,326,000	268,062,000	10/01/08	12/01/11
05–08–C–01–COS, Colorado Springs, CO	5/05/06	10,850,868	7,422,980	11/01/07	9/01/05
05–09–C–01–CVG, Covington, KY	5/05/06	47,226,938	45,501,000	10/01/10	9/01/12
01–03–C–01–SLC, Salt Lake City, UT	5/05/06	27,852,072	28,828,703	5/01/02	6/01/02
99–05–C–06–CVG, Covington, KY	5/10/06	18,598,000	18,304,000	2/01/02	2/01/02
03–03–C–01–ERI, Erie, PA	5/12/06	1,001,183	669,555	1/01/05	1/01/05
00–06–C–04–MKE, Milwaukee, WI	5/16/06	123,240,672	130,460,739	11/01/14	2/01/14
02–07–C–03–MKE, Milwaukee, WI	5/16/06	35,205,833	38,807,888	11/01/17	3/01/17
04–10–C–01–MKE, Milwaukee, WI	5/04/06	8,665,601	11,775,601	5/01/18	4/01/18
05–12–C–01–MKE, Milwaukee, WI	5/16/06	202,989	260,614	6/01/18	5/01/18

Issued in Washington, DC, on June 20, 2006.

Joe Hebert,

Manager, Financial Analysis and Passenger Facility Charge Branch.

[FR Doc. 06–5755 Filed 6–27–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2006–25190]

Notice of a Change in Direction Finder Availability Throughout United States, Excluding Alaska

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public comment.

SUMMARY: The Federal Aviation Administration (FAA) is requesting public comment on a proposal to decommission all 54 Direction Finders (DF) and the associated DF approaches in all states *other than Alaska.* DF's have been used sparingly over the last nine years and the equipment is beyond its useful lifecycle. Improved radar coverage, pilot education and technologies such as area navigation (RNAV) and global positioning satellite (GPS) have reduced the utilization of DF steers and have essentially made DF's obsolete. A Federal Safety Risk Management Panel (SRMP) has determined that if pilots need orientation assistance, that our existing orientation methods, VOR, ADF, and GPS are reliable and meet the needs of our aviation community. Decommissioning would coincide with the Flight Services service provider's plan to consolidate the 58 flight service stations to 20 facilities.

DATES: Send your comments on or before July 28, 2006.

ADDRESSES: You may send comments [identified by Docket No. FAA–2006–25190] using any of the following methods:

- *DOT Docket Web site:* Go to *http://dms.dot.gov* and follow the instructions for sending your comments electronically.
- *Government-wide rulemaking Web site:* Go to *http://www.regulations.gov* and follow the instructions for sending your comments electronically.

• *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.

• *Fax:* 1–202–493–2251.

• *Hand Delivery:* Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to *http://dms.dot.gov*, including any personal information you provide.

Docket: To read comments received, go to *http://dms.dot.gov* at any time or to Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jeanne Giering, Manager, Flight Services Safety and Operations Support; Mail Drop: 1575 Eye Street, NW., Room 9405; 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 385–7627; Fax (202) 385–7617; e-mail *Jeanne.Giering@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites interested persons to submit written comments or views. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. We ask that you send us two copies of written comments.

The docket is available for public inspection before and after the comment closing date. If you wish to review the docket in person, go to the address in the **ADDRESSES** section of this preamble between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also review the docket using the Internet at the Web address in the **ADDRESSES**.

Privacy Act: Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit *http://dms.dot.gov.*

Issued in Washington, DC, on June 21, 2006.

John T. Staples,

Director, Flight Service Program Operations.

[FR Doc. 06–5734 Filed 6–27–06; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Opinion on the Transferability of Interim Operating Authority Under the National Parks Air Tour Management Act

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed opinion.

SUMMARY: This notice sets forth the FAA's proposed decision on the transferability of interim operating authority under the National Parks Air Tour Management Act.

DATES: Send your comments on or before July 28, 2006.

ADDRESSES: You may send comments [identified as ''Comments on the Transferability of IOA''] using any of the following methods:

• Sending your comments electronically to *james.whitlow@faa.gov.*

• Mail: Office of the Chief Counsel; FAA, 800 Independence Ave., SW., Washington, DC 20591.

• Fax: 1–202–267–3227.

FOR FURTHER INFORMATION CONTACT: James Whitlow, Deputy Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267–3773.

SUPPLEMENTARY INFORMATION: This notice sets forth the FAA's proposed opinion on the transferability of interim operating authority.

On April 5, 2000, Congress passed the National Parks Air Tour Management Act (Act). The Act set up a process by which the FAA and the NPS would work together to establish air tour management plans for all units of the national park system and abutting tribal lands having commercial air tours. On October 25, 2002, the FAA published a final rule in 14 CFR part 136, National Parks Air Tour Management (67 FR 65662), pursuant to a mandate specified in the Act. This final rule completed the definition of ''commercial air tour operation'' by establishing the altitude (5,000 feet above ground level) below which an operator flying over a national park for the purpose of sightseeing is classified as a commercial air tour operator. The rule also codified provisions of the Act in the FAA's regulations at 14 CFR part 136,

Under the Act, the air tour management plan (ATMP) process is initiated when a commercial air tour operator files an application for operating authority with the FAA to conduct commercial air tours over a national park or abutting tribal land (49 U.S.C. 40128(a); 14 CFR 136.7). Once an application is filed, the FAA, in cooperation with Director of the National Park Service, must develop and implement an ATMP for the park or abutting tribal land. Operators conducting commercial air tours over a unit of the national park system or abutting tribal land during the 12 month period prior to adoption of the Act are classified under the Act as existing commercial air tour operators (49 U.S.C. 40128(f); 14 CFR 136.3). These existing operators are eligible to receive interim operating authority (IOA), under conditions set forth in the Act. IOA allows these operators to continue conducting commercial air tour over the parks or tribal lands pending completion of the ATMP. With a few limited exceptions, no other operators are permitted to operate pending completion of the ATMP.

The Act and 14 CFR part 136 limit commercial air tour operations conducted under IOA in several ways. First, IOA provides an operator with an annual authorization over a particular park or abutting tribal land for the greater of: (1) The number of flights used by the operator to provide the commercial air tour operations within the 12-month period prior to the date of the Act's enactment; or (2) the average number of flights per 12-month period used by the operator to provide such operations within the 36-month period prior to the Act's enactment. For seasonal operations, the Act calculates IOA based on the number of air tours over national parks or abutting tribal lands during the season or seasons covered by that 12-month period (49 U.S.C. 40128(c)(2)(A); 14 CFR 136.11(b)(1)).

Second, any increase in the authorized number of operations under IOA must be agreed to by the FAA and the NPS. (49 U.S.C. 40128(c)(2)(B); 14 CFR 136.11(b)(2)).

Third, the Act and part 136 also provide that IOA: (1) May be revoked by the Administrator of the FAA for cause; (2) shall terminate 180 days after the date on which an ATMP is established for the park or tribal lands; (3) shall promote protection of national park resources, visitor experiences, and tribal lands; (4) shall promote safe commercial air tour operations; (5) shall promote the